

PACIFIC HELICOPTER TOURS, INC.

SAFETY INFORMATION BRIEFING FOR PASSENGERS

Welcome to Pacific Helicopter Tours, Inc. We would like to ensure that you understand some safety procedures involved with being around helicopters. Please read the following information, direct any further questions to your pilot prior to your flight. After you have finished reading this document please sign, date and return to us. Thank you for your cooperation.

GENERAL SAFETY AROUND HELICOPTERS

1. Approaching or Departing Aircraft

Be sure the pilot can see you before approaching or departing the aircraft. On level ground approach from the 10 o'clock to 2 o'clock position in front. Have pilot eye contact prior to approach.

When aircraft has landed on sloping ground, under no circumstances must an approach or departure be made from/to the uphill side, due to the extreme danger of the reduced main rotor ground clearance.

Once inside the cabin, ensure that the door handles are in the locked position. Fasten your seatbelt in and ensure that no loose straps are dangling out of the door. Designated personnel will demonstrate operations of the seat belts and doors. After exiting the helicopter, also make certain all seat belts are inside and the door is closed.

2. Carrying Equipment

All equipment, (especially lengths of timber, or pipe, etc.) must be carried in the horizontal position at hip level. Boxes must not be carried on the shoulders.

Nothing should ever be thrown towards or from the helicopter.

No headgear is to be worn at any time, unless secured with straps.

3. Landing and Departure

Ground personnel should remain clear of the helipad and protect their eyes when the helicopter is about to land or depart.

4. Communication System

Headsets are normally provided for all passengers seating configurations.

To communicate with staff including the pilot, ensure the microphone is positioned almost touching your lips.

You can normally follow the cord from your headset to find the intercom switch.

To transmit, press the intercom button for 2 seconds and then talk normally, ensure wind is not fouling communications.

When flying in inclement weather the pilot will need maximum concentration, passenger conversations and questions to the pilot should be kept to a minimum.

EMERGENCY PROCEDURES

If a helicopter has an in-flight emergency it can make a safe landing by autorotating and touching down at a low speed. If the ground is uneven on touchdown, the aircraft may roll over. If the aircraft is flying low, there will be little warning of a forced landing in the event of engine failure. Do not attempt to use the intercom to communicate with the pilot at this time. Perform procedures as the pilot instructs you.

Forced Landing Procedures

The pilot will give warning of an impending forced landing.

1. Ensure seat belts are secure.

2. Passengers on board should adopt the crash position (body forward, head between knees and hands clasped around shins).

3. After the aircraft has landed and all movement has stopped including the rotor, leave the aircraft in the normal way.

4. If the doors are jammed, break through the plexi-glass windows.

5. When out of the aircraft, position yourself upwind in case of fire.

6. The pilot will decide to egress before or after the blades have stopped turning.

NOTE: DANGER. THE SKIDS MAY BE DAMAGED OR COLLAPSED ON LANDING WHICH MAY REDUCE ROTOR GROUND CLEARANCE.

Ditching in Water

The same rules apply as over land with the addition of the following points:

1. All occupants will wear life vests for overwater flights. A life raft will usually be carried and the helicopter fitted with fixed or emergency floats if possible.
2. If the aircraft ditches in water without floatation equipment it will probably roll to either side as the rotor blades hit the water.
3. The amount of time the helicopter will remain afloat will depend largely on the sea conditions, whether the doors are on and physical state of the aircraft. This will probably be about 6 – 10 seconds.
4. It is suggested that prior to the aircraft decelerating, the rear doors may be opened before fuselage enters the water.
This procedure must be discussed with the pilot prior to takeoff.
Note: Do not release safety belts or leave the aircraft until all rotor movement has stopped.
5. Once all rotor movement has stopped release all belts. Do not inflate life vests until clear of the aircraft.
6. Ensure all persons are out of the aircraft.
7. Do not tie off anything to the skids. If the aircraft rolls or sinks that person/article will be lost.
8. Once all persons are out of the aircraft and in the water, stay together and support the non-swimmers.
9. If ditching, open or jettison doors immediately prior to entering the water, if at all possible. Once in the water don't waste your strength trying to push open a door against water pressure. Let the cabin partially fill with water, break the Plexiglas if necessary, jettison the door or hatch or slide it along the fuselage.
10. Exit the aircraft before inflating your lifejacket and if you can't inflate it swim to surface and use manual inflation tube.
11. Caution: Fuel in water can cause severe burns to skin and eyes.

Emergency Locator Transmitter

Become familiar with its location in each aircraft. The pilot will point it out for you. In the event of a crash it should be automatically set off due to the 'G' forces.

It is the pilot's responsibility to remove the Emergency Locator Transmitter. If he is injured then the passengers should remove it and place in a position about 50 feet away from the aircraft in a clearing. Set the transmitter from 'ARM' to 'ON'. Battery life is normally 12 hours.

EMERGENCY EQUIPMENT

Basic first aid equipment is located in the Hughes 500's on the front lower face of the co-pilots seat, the 206B and 206L-1 on the shelf behind the rear seat, in the 204/205's attached to the wall directly behind the front crew seat.

All aircraft will carry the following survival equipment on all operations:

1. The standard Company First Aid Kit.
2. A serviceable E.L.T.
3. An O.A.S. survival kit is also available if W&B permits.

All personnel should carry additional clothing when operating in mountainous areas, as hypothermia may become a critical factor in a survival situation.

***Note: No Pepper spray or Mace to be taken on board the aircraft at anytime.*

PRINT NAME

DATE

SIGNATURE

AGENCY

BODY WEIGHT

EMERGENCY CONTACT

PHONE NUMBER